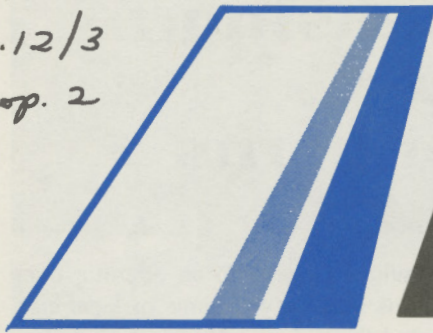


A2 825
3. P15
v.12/3
cop. 2



Palmetto AVIATION

S. C. STATE LIBRARY

MAR 22 1984

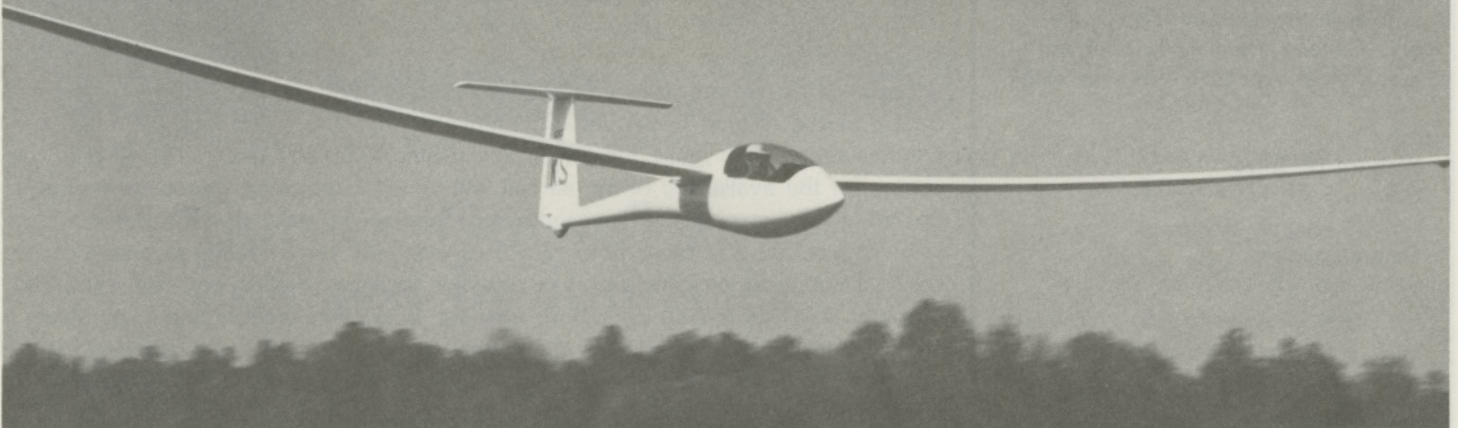
STATE DOCUMENTS

VOLUME 12 NUMBER 3

Published by S.C. Aeronautics Commission

MARCH, 1984

*1983 U.S. National Champion crosses finish line
at Chester last year with a speed of 165 knots.*



Major soaring contest at Chester

By Gren Seibels

For the sixteenth consecutive year, Chester Municipal Airport will be the site of one of the nation's most popular soaring contests. The six-day event will begin on Sunday, April 15, and conclude on Friday, April 20. Cross-country racing around fixed courses will determine the 1984 Region 5 champions in 15-Meter and Standard Class sailplanes.

The Chester contest, sanctioned by the Soaring Society of America (SSA), consistently attracts 50 or more of the top-ranked U.S. competition pilots, along with others from Canada and South America. Its popularity stems partly from its being the first official contest of each soaring season; in addition, the Chester operation has gained a nationwide reputation for professionalism.

While Region 5 is designated by SSA to include South Carolina,

Georgia, Florida, Tennessee, Alabama and Mississippi, soaring buffs from across the nation visit Chester each spring to compete for trophies. Pilots from the Snow Belt are especially enthusiastic about the Carolina climate in mid-April.

In good soaring conditions, daily tasks of 200 miles and up will be set for the competing pilots, with overall winning speeds in excess of 70 mph not uncommon. Since the terrain in the Chester task area is mostly flat or gently rolling, ridge-soaring is not possible; like their friends the hawks and buzzards, sailplane pilots depend on thermals for lift. The "bumps" and turbulence that annoy power pilots often produce climbs of better than 1,000 feet per minute for sailplanes. After regaining altitude in a strong thermal, sailplanes cruise cross-country at speeds up to 160 mph.

Chester airport is open to transient traffic at all times during the contest. However, visitors are advised to avoid landings or takeoffs during the daily launch period, which usually occurs between 11:30 A.M. and 1 P.M. Radio traffic advisories may be obtained at 123.3 MHz from contest officials at Chester.

The Chester task area extends in a semicircle from Chester Municipal Airport west to Donaldson and Fairview, north to Hickory, and east to Hartsville. For several days prior to the contest, and during the scheduled contest period, power traffic in this area should be alert for sailplanes, circling or cruising, at any altitude below cloudbase.

Flight Service Stations will be notified of daily courselines to be flown by the sailplanes during the contest. ✈



PALMETTO AVIATION is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, and others interested in aviation, of local developments in aviation, of local developments in aviation and aviation facilities and to keep readers abreast of national and international trends in aviation.

The Aeronautics Commission is a state agency created in 1935 by the S.C. General Assembly to foster and promote air commerce within the state.

Richard W. Riley
Governor

Commissioners

Ralph Schmidt, chairman
Greenville

Michael L. Laughlin, vice chairman
Aiken

Joseph Wilder
Barnwell

Edwin Pearlstine
Charleston

Norman J. Arnold
Columbia

Fred Eugene Rachels
Chester

Fred G. Edwards
Hemingway

Ex-Officio

Sen John C. Lindsay
Bennettsville

Rep. Olin R. Phillips
Gaffney

Staff

John W. Hamilton
Director

Bill Goodwin
Editor

Offices at Columbia Metropolitan Airport
Mailing Address:
Post Office Drawer 1987
Columbia, South Carolina 29202
Phone: (803) 758-7704

Aircraft leasing and lessor concerns

By H.M. Burwell

The aircraft lessor has many concerns in leasing an aircraft to an operator over whom he may have little control. These concerns may be economic or legal in nature. Some matters may be adequately treated through appropriate insurance coverage. Other items may be addressed in the agreement between the lessor and lessee. From the lessor's point of view, the best protection is awareness of his exposure when the lease begins in order that the bargain negotiated compensates for the risk to be assumed.

Generally, an aircraft is leased by written agreement. However, the transaction may be a single rental or periodic charter arrangement which is not in writing. However, the relationship between the parties may be so similar to a lease transaction that the risks are identical. Consequently, the aircraft owner or lessor may need to address a full spectrum of issues depending upon the intended use of the operator or passenger.

For example, where a lessee intends that an aircraft remain at his disposal for a certain period of time under certain conditions, then the rental rate will reflect the revenue required to make the transaction profitable for the lessor. Necessarily, the charge for the availability of the aircraft will be set to amortize direct and indirect operating expenses, including maintenance reserve, in order that the lessor receives a reasonable block hour rate. However, the responsibility to obtain or conduct maintenance checks and inspections, replace rotables, pay use, sales and property taxes on aircraft operation, maintain inspection records and logs, obtain adequate insurance, and similar matters are items that need to be addressed in many transactions. Unfortunately, the eagerness of the parties to complete the transaction results in excluding consideration of vital subjects that involve significant risk.

For instance, indemnity provisions between the owner and lessee need to address matters such as pilot qualification, reimbursement of taxes, and compliance with aeronautical laws and regulations. Insurance conditions should address matters of insurability, scope of coverage, additional insureds, loss payees, and valuation. Administrative provisions should address subjects like lessor's interest in title, aircraft delivery and return conditions, rental rate and term, and maintenance and operation of the aircraft.

The checklist approach to starting an aircraft is equally valid in starting a lease relationship. The systems approach affords safety.

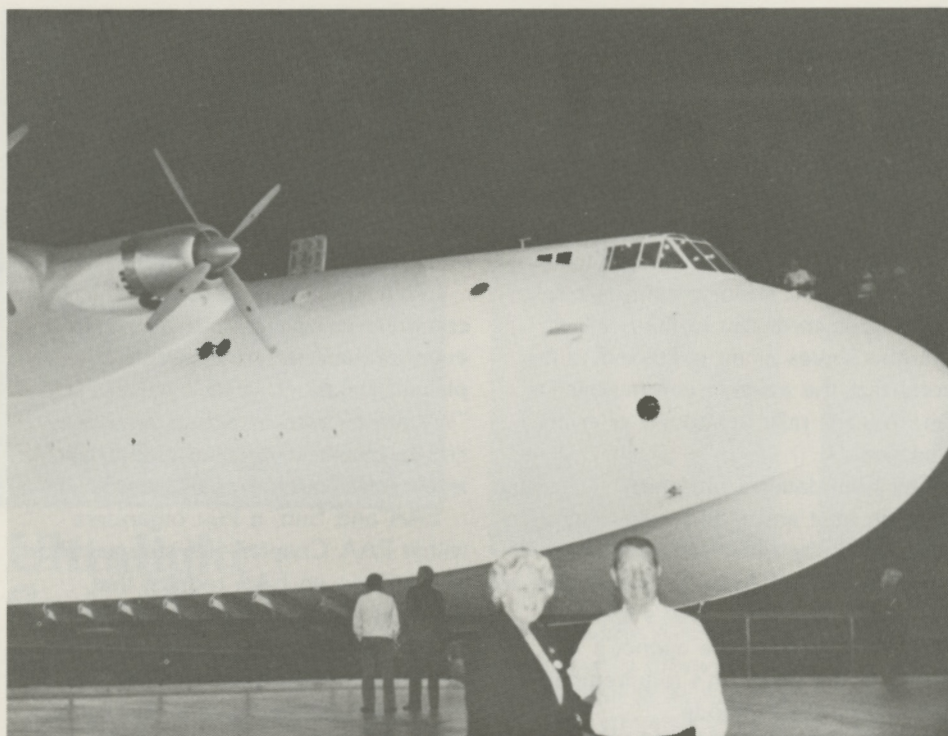
Mr. Burwell is a resident partner with the law firm of Barringer, Allen, Pinnix & Burwell in Greenville, S.C.

Hawkins gathering aircraft data

Camden Airport manager Bill Hawkins is compiling a list of classic and antique aircraft for the S.C. Film Bureau.

If you own an antique or classic aircraft (including warbirds) and would be willing to make it available for films, then call or write Bill.

He needs to know the type and make, horsepower, condition and would like a picture, if you have one. Call him at 432-3095 or write to him at P.O. Box 789, Camden, SC 29020. ➔



Anne and Bill Hawkins pose in front of famous airplane.

“Spruce Goose” Tour enjoyed by fourteen

Fourteen people took part in a four-day trip to Long Beach, California, where they stayed on the Queen Mary and toured the famous “Spruce Goose”, the largest airplane ever built.

Camden airport manager Bill Hawkins said the airplane was “awesome.” “That’s the only word for it,” he said.

The eight-engine amphibian weighs 200 tons, has a wingspan of 320 feet

and a tail span of 113½ feet. It was built by Hughes Aircraft Co. and flown by Howard Hughes only once for a one mile flight in 1947.

The group also toured Universal Studios, Chino Airport and the Wings of Fame Museum and Beverly Hills.

“Everyone had such a good time that there will be something else planned, Hawkins said. ➔

Clio Crop Care to hold spring fly-in April 28, 29

Clio Crop Care will hold its annual Spring fly-in April 28 and 29.

According to airport owner Sherman Hanke, the get-together started out as a Stearman fly-in but now includes all types of aircraft.

“Normally, we have about 10 Stearmans and six Pitts, several Citabrias, a Knight Twister, AT-6’s and various home builds,” Hanke said. “Also, many factory aircraft attend.”

Hanke, a dealer for Quickie, Ultra Light, Phantom, and Diehl XTC aircraft said, “if time permits, we hope to have our Avid Flyer ready and the Diehl XTC will be here for those who haven’t seen one fly yet. We also hope to have some Quickies present.”

Hanke’s son, Ken, will also give an aerobatic demonstration in the Phantom. Rain date is the following weekend. ➔

Breakfast Club



Breakfast Club President Jerry Ballard said the meetings are continuing to attract large crowds. With the weather turning warmer, even more are expected to turn out. Why not plan to join your friends for a Sunday morning get-together featuring good food and fellowship.

There are no dues, and, if you attend one meeting, you are considered a member for life. The meeting schedule through July 1 is as follows:

- Mar. 11** Berkeley County, Moncks Corner
 - Mar. 25** Anderson County, Anderson
 - Apr. 8** Huggins Airport, Timmonsville
 - Apr. 22** EASTER SUNDAY No Meeting
 - May 6** Branham’s Airport, Darlington
 - May 20** Daniel Field, Augusta, GA
 - * June 3** House Movers Field, Batesburg
 - June 17** Bamberg County, Bamberg
 - July 1** Woodward Field, Camden
- *(not on current chart, see sectional)

Notice to airport sponsors

If you have not completed and returned the bond request form indicating funding requirements for your airport for 1985-86, it is imperative that you do so immediately.

Failure to return the form means that the joint bond review committee will not consider your airport project for funding.

If you have not received these forms or need assistance, call Wayne Corley at 758-0128. ➔

AOPA ultralight programs get EAA endorsement

The prospect and potential for ultralight self-regulation moved ahead another step when programs of the AOPA Air Safety Foundation received an official endorsement from the Experimental Aircraft Association.

EAA, sponsors of events like the successful Annual International EAA Convention and Sport Aviation Exhibition each summer, embraced the Foundation's pilot and vehicle registration programs during a meeting of the sport aircraft group's board of directors.

In a letter to Aircraft Owners and Pilots Association's John L. Baker, president of the 265,000-member pilot group, EAA head Paul Poberezny noted, "The Board of Directors... agreed it was in the best interest of the ultralight movement to come forth with a resolution to support the AOPA Air Safety Foundation's work."

The board statement encourages "all members of the ultralight community to participate in these voluntary pro-

grams."

According to AOPA's Baker, "The move toward establishing these programs involved long, arduous, expensive efforts by both AOPA and the Foundation. We're grateful for this recognition and endorsement by EAA, which adds credibility to these efforts and also serves as an indication to the world that the aviation community can, indeed, rally in support of common goals."

The Foundation's programs — covering pilot and vehicle registration — received their first endorsement from the Federal Aviation Administration in March, 1983. FAA's approval came as a result of the agency's review of the program's requirements and application methods.

AOPA and the Foundation recently responded to requests from the organizers of the 10th Annual EAA Sun 'n Fun Fly-In, scheduled for mid-March in Lakeland, Florida.

At Lakeland, staff from AOPA and

ASF plan extensive participation, providing examiner, pilot and vehicle registration, as well as conducting various forums created to help ultralight enthusiasts remain abreast of changes in the political world.

"This effort constitutes our largest commitment of time and people to an event not sponsored by AOPA," explained Baker.

"We are pleased to accept an invitation to increase our participation above levels established in years past."

EAA and Sun 'n Fun organizers within FAA Chapter 454 stopped short of honoring an EAA request that ultralight pilots fulfill a requirement which called for pilot participants to hold current ASF pilot and vehicle registration before flying in the event.

EAA does encourage, however, use of ASF programs as a qualifying factor. "We believe," Baker said, "increased self-regulation participation will come from EAA's welcome support." ➤

Pilot group assails FAA's trust-fund raid

The Federal Aviation Administration (FAA) wants general aviation pilots to spend more than 37 percent of their federal avgas taxes — more than four cents per gallon — to fund the agency's administrative costs. Labeling FAA's FY 85 budget proposal "outrageous," Aircraft Owners and Pilots Association (AOPA) charged the administration with making a "premeditated and illegal" raid on the surplus-ridden Aviation Trust Fund.

In all, FAA wants to strip the Trust Fund of \$1.7 billion to pay for salaries, pencils, paper clips and other administrative costs. Commented AOPA President John L. Baker, whose organization represents more than 265,000 taxpaying pilots, "Not only is this an outrageous act against the integrity of the Trust Fund, it also is illegal because it's \$500 million more than the law permits." Congress authorized no more than \$1.2 billion for the agency's operations and maintenance which, in and of itself, is

"unconscionable," according to Baker.

Eighty-two percent of FAA's \$5.6 billion budget request would flow from the Trust Fund. That represents nearly \$4.6 billion for FY 85. "The tragedy of those figures," said the AOPA president, "is that, once again, the administration failed to recognize the true public benefit of aviation. To infer that the public gains from only 18% of general aviation activity ignores the reality of its diverse and widespread public contributions."

Baker added aviation is not and never has been an activity only for the selected few, but represents efficient, economical transportation benefiting all Americans, and should be recognized as such.

Although FAA's request for \$987 million to fund its Airport Improvement Program (AIP) is \$187 million more than the authorized FY 84 level, it still represents only 21 percent of proposed Trust Fund expenditures. In other words, only 2.5 cents of general

aviation's 12 cent-per-gallon tax on avgas would go for airport improvement. This, according to AOPA, undermines the original intent of the Trust Fund.

Additionally, what Congress "authorizes" isn't necessarily what Congress "appropriates". Last year, for example, \$993 million was authorized for airport improvements, with only \$745 million actually appropriated, according to W. Lawrence Graves, AOPA vice president for Federal Legislative Affairs.

"The bottom line," Baker said, "is that FAA wants to spend nearly as much avgas tax dollars itself as they want to spend improving airports and enhancing the national airspace system. This should not be tolerated in any fashion by the aviation community."

AOPA vowed to "fight aggressively" FAA's attempts to gut the Trust Fund for purposes for which it is not intended. ➤

Iris Festival airshow planned Sunday, May 20

The Sumter Iris Festival Airshow will be held Sunday, May 20, at the Sumter Airport from 2 to 5 p.m.

The show will feature Bobby Jonte of Greelyville flying his AT-6; Danny Byrum of Monroe flying a J-3 Cub; John Stone of Rock Hill in a Pitts S-2A and Kim Pearson of Sumter flying his Pitts S-2B. Hugh Oldham of Anderson will be the narrator.

Ultralight fly-in April 1 at Clarendon

The first annual ultralight fly-in and barbeque is being planned April 1 at Clarendon County Airport.

Airport manager Bill Stoia is inviting everyone with an ultralight, Palmetto Sport Aviation Members and Breakfast Clubbers to come on down and take part in what he hopes will be a popular annual event.

Bill promises flight demonstrations, competitive contests and other events to keep things interesting.

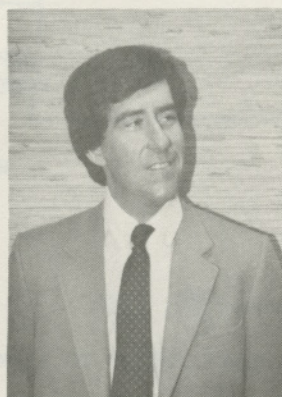
Bill said there is some money left from last fall's barbeque but not enough to feed everyone who will probably come.

"Any donations for food will be gratefully accepted," he said. ➔

Hawthorne announces two promotions, personnel addition



Beverly Acree



James Taylor



Tara Eller

Hawthorne Aviation has announced the following promotions and personnel addition at its Aero Sales Division:

MS. BEVERLY ACREE was named coordinator for the Aero Sales Division. She will be responsible for all sales administrative functions and duties associated with the control and operation of the division's aircraft inventory and those aircraft on order from the manufacturer. Prior to her promotion, Ms. Acree was a clerk in Hawthorne's accounting department. She came to Hawthorne from Cummins Engine Co. in Columbia.

JAMES TAYLOR has joined the company as area sales manager for the division. He will be based in Knoxville, Tenn. and will travel throughout Georgia, Kentucky and Tennessee representing Hawthorne's Piper Aircraft

Distributorship. He was formerly sales manager for Bullfrog Aviation in Owensboro, Ky and prior to that was an aircraft salesman with Hawthorne.

MRS. TARA ELLER was named parts department manager for the Aero Sales Division. She will be responsible for the daily operation of the department and its marketing and sales efforts. The parts department carries over 15,000 Piper Aircraft parts which are sold to dealers throughout a five and a half state area. Prior to accepting this position, Mrs. Eller served as a telephone sales person for the department.

The Aero Sales Division, one of four major Hawthorne divisions, is the wholesale distributor for Piper aircraft and parts in a five-state area. ➔

AOPA names Minter southeast regional rep

Aircraft Owners and Pilots Association (AOPA) recently increased its local representation of members by naming Robert E. Minter as the new Southeast Regional Representative and by simultaneously reorganizing territories covered by other representatives.

Minter, 43, is based in Nashville, Tennessee, and will coordinate association activities in Kentucky, Tennessee, South Carolina, Georgia, Alabama and Mississippi. A graduate of Embry-Riddle Aeronautical University, Minter formerly served as director of development and operations for the

Tennessee Bureau of Aeronautics. During his tenure under Governor Winfield Dunn, Minter's responsibility included administration of Tennessee's 75 airports.

"We expect Bob to have a dramatic impact on the future of general aviation in the southeast," said AOPA President John L. Baker, who called Minter a "dynamic personality with a special flare for getting the job done."

AOPA Vice President for News and Public Affairs Stephen R. Bassett, who administers the association's regional representative program, announced that the "territorial restructuring" in-

volves 15 states. According to Bassett, the move "reduces the distance between each representative's home base and the states they cover, thus allowing our cadre of experts to spend more time representing members and less time traveling, boosting the entire program's effectiveness."

The theory behind the Regional Representative program, now in its fifth year, is that aviation experts, working on a regional level, possess greater understanding of local aviation issues and by working with local pilots, can have a greater influence on those issues. ➔

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
COLUMBIA ATC TOWER
2821 AVIATION WAY
WEST COLUMBIA, SC 29169

ISSUED: February 22, 1984

EFFECTIVE: March 1, 1984

COLUMBIA ATC TOWER LETTER TO AIRMEN NUMBER 84-01

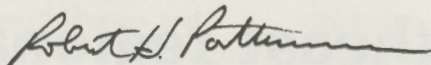
SUBJECT: DESCENT AREAS OF HIGH PERFORMANCE AIRCRAFT.

CANCELLATION: March 1, 1986

This is to remind pilots of the Columbia Tower "Keep-em-High" Program and express hope that a cooperative effort on the part of all pilots will continue helping to improve the degree of safety in our airport environment. Furthermore, this program is designed to provide noise relief to our airport neighbors. A FAA study indicated that the most hazardous mix of controlled and uncontrolled aircraft occurs in terminal areas within approximately 15 miles of the airport and at altitudes up to and including 4,000 feet.

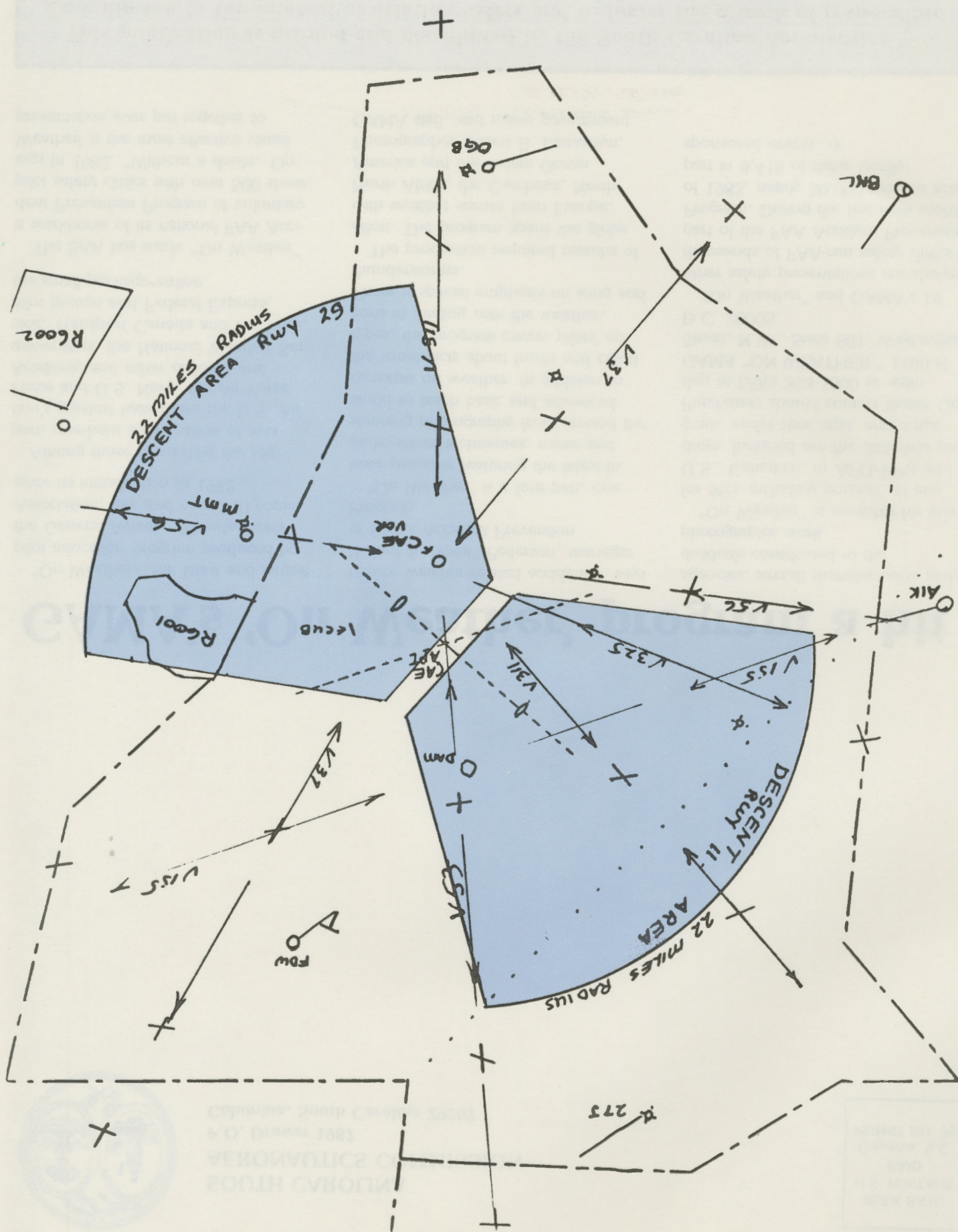
This procedure is intended to reduce, as much as possible, the exposure of high performance airplanes to uncontrolled aircraft. To the extent possible, inbound IFR airplanes will be kept at 10,000 feet MSL, or higher until further descent is required. This will normally involve maintaining 10,000 feet MSL until 30 miles from Columbia Airport. Descent below 5,000 feet shall normally be limited to the descent area where final descent and glideslope intercept can be made.

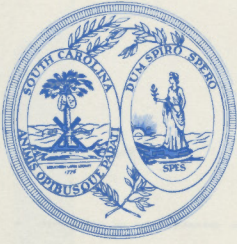
We hope that pilot cooperation will help us in some measure segregate turbojet airplanes from the uncontrolled aircraft. This procedure has been established for instrument approaches but should work equally well for aircraft operating VFR. Normally, the high performance airplanes will follow these prescribed flight paths and if the uncontrolled aircraft avoid these areas as much as possible, exposure will be reduced. Reduction of exposure should improve safety, which is the primary concern of all of us. We solicit your cooperation in making these procedures work so that total effectiveness may be realized.



ROBERT H. PATTERSON
Air Traffic Manager, Columbia ATC Tower

Attachment





**SOUTH CAROLINA
AERONAUTICS COMMISSION**
P.O. Drawer 1987
Columbia, South Carolina 29202

BULK RATE
U.S. POSTAGE
PAID
Columbia, S.C.
PERMIT NO. 75

GAMA's 'On Weather' program a hit

"On Weather," the latest and largest pilot education program produced by the General Aviation Manufacturers Association, has sold over 540 copies since its introduction in 1982.

Among those requesting the four-part, one-hour examination of aviation's greatest hazard are the U.S. Air Force and U.S. Navy, the Air Force Academy and other colleges and universities, the National Weather Service, Transport Canada and the FAA, pilot groups and Federal Express, the small package airline.

The FAA has made "On Weather" a workhorse of its national FAA Accident Prevention Program of voluntary pilot safety clinics with over 500 showings in 1982. "Without a doubt, 'On Weather' is the most effective visual presentation ever put together to

reduce weather-related accidents," says Willard S. "Pete" Pederson, manager of FAA's Accident Prevention Program.

"On Weather" is a four-part, one-hour program featuring the latest in audio-visual techniques, music and stunning photography from around the world to teach basic and advanced concepts on weather. In addition to the usual facts about fronts and cloud types, the program covers pilots' options in dealing with the weather. There is special emphasis on icing and thunderstorms.

The production required months of effort. The program spans the globe with weather scenes from Europe, North Africa, the Caribbean, North America and the Indian Ocean. Photographer Robert B. Laewellyn, GAMA staff, and many government

agencies, aircraft manufacturers and individuals contributed to the photographic work.

"On Weather" is available for sale for \$65, including postage, to any U.S., Canadian, or APO/FPO address. Included are the 386-slide program, audio sync tape, and script. Purchasers should contact Susan Gordan at (202) 393-1500 or write GAMA "ON WEATHER," 1400 K Street, N.W., Suite 801, Washington, D.C. 20005.

"On Weather" and GAMA's 18 other safety presentations are shown at thousands of FAA-run safety clinics as part of the FAA Accident Prevention Program. During the first nine months of 1983, nearly 30,000 persons took part in 8,415 of these locally-sponsored events. ➔

This publication is printed and distributed by the South Carolina Aeronautics Commission in the interest of aviation safety and to foster the growth of responsible aviation in the state.